

**Executive Committee for Highway Safety
Speed Working Group
Meeting Minutes; Mtg. #5
October 11, 2004**

Location:

Triangle Transportation Management Center, Trenton Road @ 1:00 p.m.

Committee Members in Attendance:

Kevin Lacy	Ron Hughes	Cpt. Dave Haggist	Charlie Jones
Ron Allen	Doug Robertson	Katie Jones	Haywood Daughtry
Scott Beaver	Kimberly Overton	Cliff Braam	

Scribe:

Cliff Braam

Minutes:

- The meeting began at approximately 1:00 p.m.

Task I – Old Business/General Discussion

Briefing on Banning Radar Detectors

Since today was a federal holiday, Joe was not present at the meeting and this topic was not discussed.

Discussions w/ District Attorney

Kimberly had scheduled Tom Kieth to come to the meeting for the group to discuss the different challenges that are present in the judicial system. Tom was scheduled to be at the meeting by 2:30, but due to a traffic tie up on the interstate did not make the meeting.

A group of us will try to set up an appointment with Tom at his office to go and talk to him at a later date.

Task II – Review & Prioritize Strategies

To date, the group has developed four different strategies into a draft format. The majority of the meeting was spent discussing these strategies. Below is a summary of the discussions.

Safe Speed Act

Name	Discussion
Kevin	• This strategy will require a lot of legislation in order for it to take effect.
Dave	• There are lots of people interested in a strategy like this and who would be willing to sponsor a bill like this if needed.
Doug	• Since this is likely to take some time to get implemented, the sooner we start, the better.

Kevin	<ul style="list-style-type: none"> Who is the opposition to something like this?
Dave	<ul style="list-style-type: none"> District Attorneys due to the initial increase in trials.
Kimberly	<ul style="list-style-type: none"> Judges do not want to hear speeding cases and back up their systems. This would require more manpower for them as well.
Dave	<ul style="list-style-type: none"> We need supporting data to sell the perception. Most people view speeding as “What’s the big deal?” and do not realize the seriousness of this issue and the effect it has in injuries and deaths in crashes.
Kevin	<ul style="list-style-type: none"> It has been proven that once you get above 10 mph over the speed limit, the severity of the injuries increase.
Doug	<ul style="list-style-type: none"> What is the status of the aggressive driving working group? Could this be integrated with something they are doing?
Kevin	<ul style="list-style-type: none"> That group is faltering due mainly to the new law for aggressive driving and the fact that it is going to be difficult to enforce and if it is enforced, will likely not be adjudicated as charged due to the high number of points associated with it.
Group	<ul style="list-style-type: none"> Level 4 and Level 5 should be more administrative.
Kevin	<ul style="list-style-type: none"> We’ll submit this to the Executive Committee, but realize that we will likely get it back for more refinement.

Target CMV Enforcement

Name	Discussion
Kevin	<ul style="list-style-type: none"> This may be a good research type of project.
Kimberly	<ul style="list-style-type: none"> Judges issue PJC and both judges and D.A.s may plea a case to a lesser charge. This would need to be addressed in the strategy.
Dave	<ul style="list-style-type: none"> Once the public realizes there are stiffer penalties for speeding, then they will be less likely to speed.
Ron H.	<ul style="list-style-type: none"> Now that the DMV enforcement and the State Patrol are combined, the SHP is cross training troopers to perform inspections. In the past, troopers were reluctant to stop a CMV for speeding for various reasons. The threat of a trucker being subjected to service related citations if he is caught for speeding is a big deterrent. And now that these two agencies are combined and the uniforms and cars match, it is difficult for a trucker to tell which is which, so there is a big multiplier effect. Another part of the problem is that the Administrative Office of the Courts (AOC) does not feel that they are part of the traffic safety solution, but instead they view themselves as processors of the citations, etc.
Kimberly	<ul style="list-style-type: none"> We need a good overall game plan so that no one that has to be involved in the process drops the ball.
Doug	<ul style="list-style-type: none"> Has anyone suggested that there be a formal overview of the entire judicial system and process by a higher authority?
Kimberly	<ul style="list-style-type: none"> Not that I am aware of.
?	<ul style="list-style-type: none"> May want to take this to the NC Trucking Association and get their feedback before proceeding further. Most of the larger agencies are very proactive when it comes to highway safety.

	It is often more of the smaller independents that are the primary source of the problem.
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Pace Car Program

Name	Discussion
Kevin	<ul style="list-style-type: none"> Concern is that people would sign up for the program, but not follow through.
Dave	<ul style="list-style-type: none"> Need a “block captain” within the agencies to continually push the message and reiterate the importance.
Kevin	<ul style="list-style-type: none"> May talk to potential vendors that may serve as sponsors of this.
Dave	<ul style="list-style-type: none"> There is a lot of interest in the private sector for a program like this.
Kevin	<ul style="list-style-type: none"> We’ll put this strategy on hold for the time being due to the work needing to be done on the first two strategies.

Fees To Increase Enforcement

Put on Hold until next meeting

Task III – Develop Top Strategy

No one strategy was fully developed, as nearly all of the meeting time was spent discussing the top four strategies as outlined above.

- The meeting was adjourned at 3:15 p.m.

Action Items:

Name	Item
Kevin	Talk to the NC Trucking Association about the Target CMV Enforcement strategy prior to the next meeting.
Kevin	Get a letter of support/interest from David King to Charlotte concerning their Photo Speed Enforcement program.

NEXT MEETING: To Be Determined